

Air Force Assistance Fund drive begins Monday

By 1st Lt. Kelly Cahalan
8th Fighter Wing Public Affairs

More than 2,500 active-duty Air Force people are stationed at Kunsan Air Base; 696 have received grants and/or interest-free loans from the Air Force Aid Society at some point in their careers, according to the society's records.

The 2001 Air Force Assistance Fund campaign begins Monday and will run through March 30. Its theme: "Commitment to Caring." The Air Force Aid Society is just one of four organiza-

tions that members can donate money to.

"The Air Force Assistance Fund is unique because all proceeds go directly to help members of the Air Force community," said Capt. Randy Boswell, Kunsan's AFAF Project Officer.

Last year's Air Force total campaign contributions totaled nearly \$4.3 million. The goal for the 2001 AFAF campaign is \$3.4 million, the same as last year.

The annual AFAF campaign raises money for four charitable organizations benefiting active-duty, Reserve, Guard

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The 35th FS has worked since November to convert from Block-30 F-16s, which were primarily daytime capable fighters, to Block-40s equipped with the LANTIRN system. This system integrates intake-mounted pods that allow pilots to locate and mark enemy targets day or night, and gives pilots precision-targeting capability.

Besides providing aircraft modifications, AFMC provides support to get the maintenance back shops equipped for the modified systems — such as the LANTIRN system, Lyles added.

The general said it's always a challenge to convert to a new mission, such as the Block-40s that arrived from Moody AFB, Ga., but AFMC's role is to provide support.

"Our role is to make sure you have the proper spares and support equipment for the new mission, block series of aircraft and its equipment — not only during your transition, but during its warfighting days so that the aircraft is properly geared and functioning."

For the F-16, AFMC's program office is at Wright-Patterson AFB, Ohio, and the primary depot support activity is at the Ogden Air Logistics Center, Hill AFB, Utah. The facilities' staffs provide most of the modifications, spares, sustainment and depot maintenance support for the F-16.

Another challenge AFMC faces besides aging aircraft platforms is its aging civilian workforce.

"The Air Force talks about having more than 370,000 airmen, but what we fail to mention is about the same numbers of civilians are part of the U.S. Air Force. A large amount of them work at Air Force Materiel Command," Lyles said. Civilians are performing every job within AFMC, except flying the aircraft.

The challenge is that in the next eight to 10 years, nearly 70 percent of the Air Force's civilian workforce is retirement eli-

gible, the general explained. This is compounded because the Air Force downsized over the last 10 years and implemented a civilian-hiring freeze.

"We haven't done a very good job of bringing in new civilians into our workforce," he said. Recognizing that this is a serious problem, leadership at the Air Staff and congressional levels worked to limit the potential affect it could have on service programs.

"We now have money in our budget to start accepting new civilians to hire and to ensure we can get them the proper training. We are going to do this over the next several years to try and get the workforce re-invigorated," Lyles said. "It's going to be tough, with a lot of challenges. There are other options for civilians in (America's) economy. But we think we can do a good job bringing (civilians) into every one of our critical career fields so there is no impact to any programs."

But it's not only the civilian workforce needs the Air Force's leadership is improving, they are also keenly aware they must recruit and retain the best airmen who are charged with maintaining today's technologically advanced weapons systems.

"The Air Force always puts a premium on having the best NCOs and airmen we can find. They take care of the equipment, make sure the aircraft fly properly and have all the latest 'bells and whistles,'" Lyles said. "(Airmen) are a critical part of the resources. We couldn't do without them."

During his Kunsan visit, Lyles said he could tell people were pumped up to accomplish their critical mission "at the point of the spear here in Korea."

"I can see it in the people's faces and in their eyes," he said. To ensure people have the best tools and assets to accomplish the Wolf Pack mission is his job as AFMC CINC, Lyles explained.

"I am dedicated to making that happen!"

Wolf's Bytes

Thank you Wolf Pack! The last exercise was a good news story. We're in good shape and seem to be peaking at just the right time. People made significant improvements on the use of reflective belts and responding correctly during Alarm Black conditions. We need to make it a matter of practice wearing the reflective belts around the clock during the Operational Readiness Inspection in March. Recently, the weather has made visibility just about nil. Remember, these reflective belts are often your last line of defense and significantly help drivers see pedestrians.

Hooah Charlie sector! Charlie sector experienced some rough living conditions during the last exercise. I want to assure those folks who braved the bone-chilling weather during the exercise that help is on the way. By the ORI, we'll have hardback shelters with heat. Keep your spirits high. I assure you improvements are on the way and we'll make better arrangements for sleeping and personal hygiene.

During an exercise Alarm Black, MOPP XX condition, only mission-critical personnel are permitted to move about. Who are the mission-critical personnel? They are base recovery after attack teams performing sweeps when the attack is over, or those commanders the Battle Staff authorizes to conduct critical missions. The Survival Recovery Center will notify the Unit Control Centers when it is appropriate to begin critical missions. Until then, sit tight and make sure you have your Airman's Manual, Ability to Survive and Operate January 2001 edition guide, military ID cards, dog tags and have checked in with the Information Control Centers for signs/countersigns. The only time a shift change can occur in Alarm Black is if "Alarm Black, MOPP XX, Shift Change" is declared.

One area we need to improve on is replacing M-8 paper following a simulated chemical attack. In the event of inclement weather or if the paper comes in contact with petroleum products, it needs to be changed. Use a pen or marker to record the date and time of the M-8 replacement. Do not write directly on the M-8 paper. Annotate the date and time on the duct tape holding the M-8 paper in place. After each attack, it is also imperative to check the M-8 and M-9 paper for any color changes. This is one area we can't simulate during the ORI.

Recently we've had an increase in vehicle mishaps. While the mishaps have been minor fender benders, it is nonetheless alarming. Use caution when driving and check your six when backing out of a parking space. Let's be safe out there Wolf Pack! Again, thanks for a job well done.

Pride of the Pack



Job: 35th Fighter Squadron

Inspection Section Flight Chief

Follow-on base: Nellis AFB, Nev.

Hometown: Seagrove, N.C.

Family: Wife, Audrey and daughter Jasmine

Hobbies: Jogging and computer gaming

Words of wisdom: "Strive to become proactive rather than reactive."

The Pride of the Pack is nominated by his or her commander, first sergeant or supervisor, or any Wolf Pack member, for outstanding value to their unit and dedication to the mission. To nominate a Wolf Pack member, send a nomination to the individual's group commander.



Tech. Sgt. Sherman Powell